

Commercial Motor Vehicles in Collisions

Table 39 shows Commercial Motor Vehicle (CMV) collisions for 1996 through 1999. For the purposes of collision reporting, CMV's are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels.

Table 39 Commercial Motor Vehicle Collision Rates : 1996-1999						
	1996	1997	1998	1999	Change 1998-99	Avg. Yearly Change 1996-98
Fatal Collisions	37	30	26	29	11.5%	-16.1%
Injury Collisions	589	521	540	571	5.7%	-3.9%
Total Collisions	1,819	1,688	1,685	1,868	10.9%	-3.7%
Commercial VMT (100 millions)	17.1	18.5	20.3	24.1	18.5%	9.0%
Fatal Collision Rate	2.2	1.6	1.3	1.2	-5.9%	-23.1%
Injury Collision Rate	34.4	28.1	26.5	23.7	-10.8%	-11.9%
Total Collision Rate	106.3	91.1	82.8	77.5	-6.5%	-11.7%

Table 40 presents the location of CMV collisions by severity and roadway type. While 61% of all CMV collisions occurred on rural roadways, 86% of fatal CMV collisions took place on rural roadways. The largest percentage of all CMV collisions (53%) occurred on local roads, while the largest percentage of fatal CMV collisions (59%) took place on US and State highways.

Table 40 Location of Commercial Motor Vehicle Collisions by Roadway Type: 1999								
	Fatal		Injury		Property Damage		All Collisions	
Interstate								
Rural	1	3.4%	93	16.3%	174	13.7%	268	14.3%
Urban	0	0.0%	27	4.7%	72	5.7%	99	5.3%
U.S. or State Highway								
Rural	17	58.6%	191	33.5%	270	21.3%	478	25.6%
Urban	0	0.0%	11	1.9%	30	2.4%	41	2.2%
Local								
Rural	7	24.1%	110	19.3%	267	21.1%	384	20.6%
Urban	4	13.8%	139	24.3%	455	35.9%	598	32.0%
Total	29	1.6%	571	30.6%	1268	67.9%	1868	

Table 41 shows different vehicle types as a percent of all vehicles in collisions excluding pedestrians, bicyclists and non-motor vehicles.

Table 41 Vehicles in Collisions by Vehicle Type: 1996-1999						
Vehicle Type	1996	1997	1998	1999	Change 1998-99	Avg. Yearly Change 1996-98
Passenger Cars	20,797	21,358	21,770	22,320	2.5%	2.3%
%	50.8%	51.4%	51.4%	50.9%	-0.9%	0.6%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	17,314	17,567	18,068	18,807	4.1%	2.2%
%	42.3%	42.3%	42.6%	42.9%	0.6%	0.4%
Large Trucks	1,751	1,644	1,618	1,810	11.9%	-3.8%
%	4.3%	4.0%	3.8%	4.1%	8.1%	-5.5%
Buses	153	128	141	155	9.9%	-3.1%
%	0.4%	0.3%	0.3%	0.4%	6.3%	-4.8%
Motorcycles	329	312	297	257	-13.5%	-5.0%
%	0.8%	0.8%	0.7%	0.6%	-16.3%	-6.6%
All Other*	575	557	470	473	0.6%	-9.4%
%	1.4%	1.3%	1.1%	1.1%	-2.7%	-10.9%
TOTALS	40,919	41,566	42,364	43,822	3.4%	1.8%
<i>*Includes Farm Equipment, Recreational Vehicles, Construction , ATVs, Trains, Snowmobiles, Other and Unknown or Missing data.</i>						

Table 42 presents injury severity comparisons by vehicle type for all persons in CMV collisions. In 1999 there were 4,404 persons involved in CMV collisions. Occupants of passenger vehicles combined to comprise 47% of the persons involved in CMV collisions. Of the 36 fatalities that occurred in CMV collisions, 83% were occupants of passenger cars, pickups, vans or other vehicles while 11% were occupants of CMV's.

Table 42 Comparison of Injury Severity for Persons in Commercial Motor Vehicle Collisions: 1999					
Injury Severity	Commercial Motor Vehicle	Car	Pickup, Van and SUVs*	All Other**	Totals
Fatalities	4	20	10	2	36
% of Fatalities	11.1%	55.6%	27.8%	5.6%	0.8%
Serious Injuries	43	42	32	9	126
% of Serious Injuries	34.1%	33.3%	25.4%	7.1%	2.9%
Visible Injuries	100	128	74	12	314
% of Visible Injuries	31.8%	40.8%	23.6%	3.8%	7.1%
Possible Injuries	149	118	93	4	364
% of Possible Injuries	40.9%	32.4%	25.5%	1.1%	8.3%
Non-Injury	1,993	816	716	20	3,545
% of Non- Injury	56.2%	23.0%	20.2%	0.6%	80.5%
Unknown	13	5	1	0	19
% of Unknown	68.4%	26.3%	5.3%	0.0%	0.4%
Column Totals	2,302	1,129	926	47	4,404
(% OF TOTAL)	52.3%	25.6%	21.0%	1.1%	
*Sport Utility Vehicles					
**Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.					

In 1999, the economic cost of collisions involving commercial motor vehicles was \$152,483,885. This represents 10% of the total cost of Idaho collisions (as shown in Table 4).